

**An Analysis of the Participation  
of U.S. and Foreign Flag Ships in the  
Oceanborne Foreign Trade of the United States  
1937, 1938, 1951-60**



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# An Analysis of the Participation of U.S. and Foreign Flag Ships in the Oceanborne Foreign Trade of the United States 1937, 1938, 1951-60\*

Numerous studies of the American shipping industry have recorded its assets and liabilities as a transportation medium. Its requirements have been detailed. Recommendations for maintaining it in a healthy competitive status are continuing.

Despite this attention, U. S. flag ships continue to carry less and less of the total oceanborne foreign trade of the United States. In 1960, the 10.5 percent carried by U. S. flag ships was the second lowest since 1921, when cargo statistics were first recorded. The nadir of 9.7 percent was reached in 1959.

In only 6 of the 40 years since 1921 have U. S. flag ships carried 50 percent or more of this country's foreign trade. These were the war and immediate postwar years of 1943-1948, when the largest segment of the world's shipping was under U. S. control.

It has been said that if the cargo tonnages carried by U. S. owned foreign flag ships engaged in this country's overseas commerce were added to those carried by U. S. flag ships, the overall percentage would equal, if not exceed, 50 percent. The fact is that the total just about equaled 34 percent in 1960. The latter percentage is comparable to those achieved by slower, smaller, less efficient U. S. flag ships alone in the 11 year period 1925 through 1935.

This study is divided into three parts in order to present detailed cargo data reflecting the extent to which U. S. flag ships participated in U. S. oceanborne foreign trade, the trend of this participation, and the share these ships obtained in the direct commerce between the principal maritime nations which are trading partners of the United States.

**Part I.**—An analysis of the trend of cargo tonnages carried by U. S. and foreign flag ships in the oceanborne foreign commerce of the United States by type of service. Calendar years 1937, 1938, 1951-60.

**Part II.**—Participation of merchant ships, by flag of registry, in the oceanborne foreign trade of the United States, by type of service. Calendar year 1960.

**Part III.**—Participation of U. S., national and other flag ships in the oceanborne foreign trade between the United States and its trading partners which are the principal maritime nations. Calendar year 1960.

## Part I

Cargo tonnage carried by ships of all flags in the oceanborne foreign trade of the United States increased from 83 million long tons in 1937 to 273 million tons in 1960. U. S. flag ships carried 22 million long tons in 1937, over 71 million tons in 1951, and thereafter a declining volume to 29 million tons in 1960.

A breakdown of cargo tonnages moved, by type of service, for the years 1937, 1938, 1951 through 1960, is shown in Table 1. In the prewar years cargoes moving in liner service accounted for about 40 percent of the total U. S. oceanborne foreign commerce. But as U. S. requirements for raw materials and petroleum products imports increased and the demand for foreign aid shipments expanded, irregular (i. e., tramp and industrial) and tanker services took an ever increasing share of this country's total exports and imports.

Service	(Millions of long tons)					
	1937		1951		1960	
	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent
Liner.....	36.1	43	41.4	25	48.3	18
Irregular..	18.0	22	68.6	41	108.5	40
Tanker.....	28.8	35	56.2	34	116.0	42
Total...	82.9	100	166.2	100	272.8	100

The part played by U. S. flag ships, however, is one of declining importance. Again referring to Table 1, it will be noted that the trend in volume and relative significance of U. S. flag liner cargoes was down during the past 10 years, as it was also for irregular and tanker cargo movements. Yet liner service now constitutes 51 percent of the total cargoes carried by all U. S. flag ships, contrasted to an average of about 37 percent during the last 10 years.

Some of the more significant factors that have brought U. S. flag ships to their present status are: (1) lower operating costs of foreign flag ships; (2) a steadily increasing number of new, larger, efficient ships of foreign registry operating over our foreign trade routes; and (3) a shrinking of the overall number of U. S. flag ships that are available for competition on the foregoing trade routes, leading to a widening in the sailings gap that has resulted in a coefficient of from 3 to 28 times the number of U. S. flag sailings,<sup>1</sup> depending on the type of service. (See Table 7.)

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<sup>1</sup>Based upon the number of inbound sailings with cargo, in 1960, foreign flag ships outnumbered U. S. flag ships by 3 to 1 in liner service, 11 to 1 in irregular service, and 28 to 1 in the tanker trade. Overall, foreign flag ships made 6 times as many sailings with cargo as U. S. flag ships.

In the prewar years, export tonnages generally exceeded imports; the reverse is true during the postwar period. The differential would be even greater in favor of imports were it not for the large aid shipments from the United States since the end of World War II.

Although *total* commercial U. S. aid shipments comprised an estimated 16.5 million tons<sup>2</sup> of cargo, or only 6 percent of total commercial U. S. oceanborne exports and imports in 1960, aid *export* shipments amounting to 14.5 million tons comprised 15 percent of total oceanborne exports. This is substantial, but does not fully indicate the importance of such cargoes to U. S. flag shipping. The 8.8 million tons of commercial aid cargoes carried by U. S. flag ships in 1960 accounted for 31 percent of all commercial cargoes carried inbound and outbound by the foregoing ships. Of this amount, 7.6 million tons were exports. The latter tonnage comprised 50 percent of the total U. S. flag exports and constituted the very heart of U. S. flag carryings. Aid cargoes accounted for 25 percent of U. S. flag exports in liner service, 90 percent of such tonnage in irregular service, and 84 percent of tanker shipments, about 80 percent of which were made up of grain and other agricultural products.

If *all* commercial aid cargoes outbound and inbound were carried by U. S. flag ships, it would have meant a gain of 27 percent, or 7.6 million tons of cargo to the ships under American registry in 1960. It would have meant an additional 1.4 million tons of liner cargoes, 4.8 million tons of tramp cargoes, and an added 1.4 million tons of cargo for the tankers.

These are interesting facts to consider. But against them must be placed the factors of economic realism; viz., the importance of U. S. international economic policy as it relates to the give and take of trade and services between ourselves and our trading partners, particularly those which are maritime nations *and* members of regional economic groups.

## Part II

It has often been asked, if U. S. flag ships carry so small a part of the total U. S. oceanborne foreign commerce, which flags carry the remainder? Table 2 answers this question, and many more as well.

For example, it illustrates clearly the error of confusing or using synonymously the terms "ships under effective U. S. control" and the so-called "flags of convenience" ships. In both instances the ships are registered under Panamanian, Honduran and Liberian flags. But there the similarity ends. The latter group was comprised of 1,397 ships of 23,670,000 deadweight tons on December 31, 1960. The former consisted of only 455 ships

totaling 11,012,600 deadweight tons specifically listed by the Department of the Navy as being under "effective U. S. control" on that date. The so-called "flags of convenience" ships carried 105.6 million long tons of cargoes, or 39 percent of the total oceanborne foreign trade of the United States. Ships under "effective U. S. control" during 1960, however, carried 63.7 million tons, or 23.3 percent of the total. The difference of 42 million tons is substantial.<sup>3</sup>

Liberian flag ships carried more cargo tonnage in the foreign trade of the United States during 1960 than Norwegian and U. S. flag ships combined. Together with ships of Panamanian registry, Liberian flag ships carried almost 40 percent of total U. S. foreign trade.

A relatively large number of the latter ships are owned and/or controlled by U. S. parent companies. They are used to insure a steady flow of petroleum products, ores, other raw materials, and agricultural products for manufacturing and marketing purposes in the United States by the parent companies, at ocean freight rates with which U. S. flag operators cannot compete. The Liberian fleet contains a number of the world's largest tankers, bulk carriers, ore/oil combination ships and freighters, which are specially adapted for the bulk trades. It will be noted that the ships of all flags in irregular (tramp and industrial) and tanker services, which carry bulk cargoes primarily, accounted for 160.4 million of the total 177.4 million tons of U. S. imports in 1960. On the other hand, Liberian and Panamanian flag ships played a relatively minor role in the liner (berth) service.

Norwegian flag ships carried the second largest volume of U. S. foreign trade cargoes, half again as much as those carried by U. S. flag ships. The 41 million long tons carried inbound and outbound by ships of Norwegian registry comprised 15 percent of the total U. S. overseas commerce.<sup>4</sup> It will be noted that Norwegian flag ships played important roles in all three services; viz., liner, irregular and tanker, both inbound and outbound.

U. S. flag ships achieved third place in American overseas trade only by virtue of having the largest participation (30.2 percent) of any flag in liner

<sup>3</sup>There were 540 different merchant ships, of 1,000 gross tons and over, totaling 12.2 million deadweight tons, *at one time or another during 1960*, listed by the Navy as being under the "effective control of the U. S. " Of these ships, *only* 353 ships of 8.3 million deadweight tons, made one or more sailings to or from the United States in ballast or carrying cargo.

<sup>4</sup>It is interesting to note that, according to the Norwegian Shipowners Association, Norway's total oceanborne foreign commerce in 1960 amounted to 14.7 million long tons of cargo (excluding Swedish ore moving through the port of Narvik). Norwegian flag ships carried 7.3 million long tons, or 49 percent of this trade. If the Narvik tonnages are included, the total foreign trade amounted to 25.7 million long tons, of which Norwegian flag ships carried 8 million long tons, or 31 percent.

The data noted above and in this footnote indicate in some degree the extent to which Norway employs its shipping to acquire foreign exchange for its merchandise imports and as a vital asset in its international balance of payments account.

<sup>2</sup>"Aid" cargoes represent movements for the account of the Department of Agriculture, International Cooperation Administration, Bureau of Public Roads and General Services Administration. Movements initiated by Export-Import Bank loans are excluded.



service. Almost 60 percent of U. S. flag ships operating in liner service are subsidized. This, and the fact that shipping conferences, of which U. S. flag ships are members, normally maintain rates which are the same for all members (U. S. flag as well as foreign flag), are some of the reasons for the better percentage of U. S. flag participation in liner operations. Another very important one is the movement of aid cargoes, which, in 1960, accounted for 17 percent of the total tonnage carried inbound and outbound by U. S. flag ships in liner service.

Although ships of British, Greek, Italian and West German registries carried larger total cargo tonnages in 1960 than Japanese flag ships, none approached the 5.9 million tons of high rated, general cargo carried by the latter ships in liner services. Only U. S. and Norwegian flag ships carried as much or more. Japanese flag ships carried a total of 8.5 million tons of cargo in all services of U. S. overseas trade. Of this amount, 7.1 million tons moved on Japanese ships inbound and outbound between the United States and Japan.

It is interesting to note that three of the countries, Argentina, India and Turkey, considered in other tables of this report to be among the 18 principal maritime nations,<sup>5</sup> are not included in Table 2 as being among the 25 flags having the largest total trade with the United States. Conversely, such neighboring countries as Canada, Chile, Cuba and Colombia showed up in this table, although they are not considered to be among the leading maritime nations.

### Part III

Details of the flow of exports and imports between the United States and each of its 18 trading partners, which are principal maritime nations, are shown in Tables 3 through 6.

The extent to which national flags are utilized in U. S. overseas trade is dependent, to a large extent, upon the type of service involved. For example, some countries may have tanker fleets that are used to better advantage in trades other than with the United States. Thus, as far as U. S. foreign trade is concerned, U. S. or third country flag tankers would show up advantageously, although the quantity of cargo tonnage involved might be small. Tanker trade with Brazil, Greece, Spain and Turkey, among others, illustrates this point. (See Table 5.)

On the other hand, national flag ships in liner service may make every effort to participate in the lucrative movement of general cargo between a given country and the United States. In 1960, for example, U. S. flag ships carried only 6.7 million tons of general cargo, or 23 percent of the total, for this service between the United States and its 18 trading partners which have large merchant fleets. The degree of competition for

this trade, however, is pointed up by the disparity in the relative amount of tonnage carried by U. S. and national flag ships in the trade with specific countries, notably Norway, Sweden, Denmark, Japan, West Germany, Italy, the U. S., and Yugoslavia. (See Table 3.)

The part played by ships of "PanHonLib" registries and third country flags in the carriage of irregular (tramp and industrial) cargoes between the United States and its trading partners is shown in Table 4.

U. S. flag ships carried a minute ratio of this trade. With the exception of outbound aid cargoes to India, Spain, Turkey and Yugoslavia, shipments of bulk cargoes on U. S. flag ships to its other 14 maritime trading partners were practically non-existent. It was only with its non-maritime trading partners in Latin America, Africa and Southeast Asia that U. S. flag ships were able to participate in the outbound and inbound bulk cargo movements. And this amounted to less than 10 percent of the total commerce.

In view of the shrinking participation of U. S. flag ships in U. S. foreign trade, it may be of interest to note the extent to which the national flag ships of its trading partners shared in the foreign trade of their own countries.

The following table has been compiled for all the countries that may be considered principal maritime nations and for which data are available.

It will be observed that, with the exception of Belgium, every country's national fleet carried a much greater share of its total national ocean-borne foreign commerce than the 9.7 percent and the 10.5 percent carried in U. S. flag ships in 1959 and 1960, respectively.

<u>Country</u>	<u>Percent Participation</u>	<u>Year</u>
UNITED STATES.....	10.5	1960
Argentina.....	15.0	"
Belgium.....	8.8	"
France.....	62.6	"
Italy.....	53.0	"
Japan.....	50.0 (approx.)	"
Norway.....	*49.2	"
Sweden.....	38.0 (approx.)	"
United Kingdom....	**53.0	"
West Germany.....	41.2	1959
Spain.....	73.7	"
Denmark.....	24.7	1958
Finland.....	45.7	"

\*Excluding export shipments of Swedish ore via the port of Narvik

\*\*Net registered tonnage of vessels with cargo. Data based on cargo tons are not available from official or other sources. It is believed, however, that while the percentage shown for British flag ships is not directly comparable, it is indicative of the extent to which they participate in the country's overseas foreign trade.

Source: Latest data available from foreign service despatches and foreign government statistics.

<sup>5</sup>Based on gross tonnage of merchant ships, 1,000 gross tons and over.

Table 1.—Participation of U.S., and Foreign Flag Ships,\* in U.S., Ocean-

(In millions)

	1937**		1938**		1951		1952		1953	
	Tons	Percent	Tons	Percent	Tons	Percent	Tons	Percent	Tons	Percent
EXPORTS AND IMPORTS--TOTAL.....	82.9	100.0	74.6	100.0	166.2	100.0	161.2	100.0	151.6	100.0
Total All Services--U. S. Flag.....	22.0	26.5	19.4	26.0	71.2	42.9	57.4	35.6	44.7	29.5
Total All Services--Foreign Flag...	60.9	73.5	55.2	74.0	95.0	57.1	103.8	64.4	106.9	70.5
Liner.....	**36.1	43.6	**29.2	39.1	41.4	24.9	38.6	23.9	38.2	25.2
U. S. Flag.....	15.6	18.8	10.9	14.6	20.3	12.2	17.8	11.0	15.0	9.9
Foreign Flag.....	20.5	24.8	18.3	24.5	221.1	12.7	20.8	12.9	23.2	15.3
Irregular.....	**18.0	21.7	**14.9	20.0	68.6	41.3	60.9	37.8	47.7	31.5
U. S. Flag.....	.0	0.0	0.7	1.0	25.2	15.2	15.9	9.9	8.0	5.3
Foreign Flag.....	18.0	21.7	14.2	19.0	43.4	26.1	45.0	27.9	39.7	26.2
Tanker.....	28.8	34.7	30.5	40.9	56.2	33.8	61.7	38.3	65.7	43.3
U. S. Flag.....	6.4	7.7	7.8	10.4	25.7	15.5	23.7	14.7	21.7	14.3
Foreign Flag.....	22.4	27.0	22.7	30.5	30.5	18.3	38.0	23.6	44.0	29.0
EXPORTS.....	43.8	100.0	45.0	100.0	83.1	100.0	72.6	100.0	53.3	100.0
Total All Services--U. S. Flag.....	9.1	20.7	8.5	18.9	33.7	40.6	22.5	31.0	12.6	23.6
Total All Services--Foreign Flag...	34.7	79.3	36.5	81.1	49.4	59.4	50.1	69.0	40.7	76.4
Liner.....	**17.3	39.5	**15.2	33.8	25.0	30.1	23.2	32.0	21.8	40.9
U. S. Flag.....	7.4	16.9	5.3	11.8	12.3	14.8	10.5	14.5	8.3	15.5
Foreign Flag.....	9.9	22.6	9.9	22.0	12.7	15.3	12.7	17.5	13.5	25.4
Irregular.....	** 8.0	18.3	** 8.3	18.4	47.0	56.6	38.5	53.0	20.8	39.0
U. S. Flag.....	.0	0.0	0.2	0.4	18.0	21.7	8.9	12.2	1.6	3.0
Foreign Flag.....	8.0	18.3	8.1	18.0	29.0	34.9	29.6	40.8	19.2	36.0
Tanker.....	18.5	42.2	21.5	47.8	11.1	13.3	10.9	15.0	10.7	20.1
U. S. Flag.....	1.7	3.8	3.0	6.7	3.4	4.1	3.1	4.3	2.7	5.1
Foreign Flag.....	16.8	38.4	18.5	41.1	7.7	9.2	7.8	10.7	8.0	15.0
IMPORTS.....	39.1	100.0	29.6	100.0	83.1	100.0	88.6	100.0	98.3	100.0
Total All Services--U. S. Flag.....	12.9	33.0	10.9	36.8	37.5	45.1	34.9	39.4	32.1	32.7
Total All Services--Foreign Flag...	26.2	67.0	18.7	63.2	45.6	54.9	53.7	60.6	66.2	67.3
Liner.....	**18.8	48.1	**14.0	47.3	16.4	19.7	15.4	17.4	16.4	16.7
U. S. Flag.....	8.2	21.0	5.6	18.9	8.0	9.6	7.3	8.2	6.7	6.8
Foreign Flag.....	10.6	27.1	8.4	28.4	8.4	10.1	8.1	9.2	9.7	9.9
Irregular.....	**10.0	25.6	** 6.6	22.3	21.6	26.0	22.4	25.3	26.9	27.4
U. S. Flag.....	.0	0.0	0.5	1.7	7.2	8.7	7.0	7.9	6.4	6.6
Foreign Flag.....	10.0	25.6	6.1	20.6	14.4	17.3	15.4	17.4	20.5	20.8
Tanker.....	10.3	26.3	9.0	30.4	45.1	54.3	50.8	57.3	55.0	55.9
U. S. Flag.....	4.7	12.0	4.8	16.2	22.3	26.8	20.6	23.3	19.0	19.3
Foreign Flag.....	5.6	14.3	4.2	14.2	22.8	27.5	30.2	34.0	36.0	36.6

\*1,000 gross tons and over.

\*\*Data for 1937 and 1938 are not strictly comparable since "Industrial" services in these years were included with "Liner" services rather than "Irregular" services as they have been since 1951.

NOTE: Figures have been rounded.

Borne Foreign Trade, by Type of Service, calendar years 1937, 1938, 1951-60  
of long tons)

1954		1955		1956		1957		1958		1959		1960	
Tons	Percent	Tons	Percent	Tons	Percent	Tons	Percent	Tons	Percent	Tons	Percent	Tons	Percent
156.0	100.0	199.9	100.0	251.7	100.0	281.5	100.0	250.0	100.0	263.0	100.0	272.8	100.0
43.5	27.9	47.0	23.5	51.5	20.5	50.2	17.8	29.1	11.6	25.6	9.7	28.6	10.5
112.5	72.1	152.9	76.5	200.2	79.5	231.3	82.2	220.9	88.4	237.4	90.3	244.2	89.5
39.0	25.0	43.9	22.0	47.0	18.7	46.7	16.6	43.5	17.4	46.2	17.6	48.3	17.7
14.7	9.4	17.2	8.6	18.6	7.4	18.4	6.5	14.4	5.7	13.8	5.3	14.6	5.3
24.3	15.6	26.7	13.4	28.4	11.3	28.3	10.1	29.1	11.7	31.4	12.3	33.7	12.4
52.2	33.5	81.8	40.9	109.6	43.5	128.8	45.8	102.1	40.8	105.5	40.1	108.5	39.8
9.3	6.0	12.7	6.4	14.7	5.9	15.4	5.5	8.5	3.4	7.5	2.8	7.8	2.9
42.9	27.5	69.1	34.5	94.9	37.6	113.4	40.3	93.6	37.4	98.0	37.3	100.7	36.9
64.8	41.5	74.2	37.1	95.1	37.8	106.0	37.6	104.4	41.8	111.3	42.3	116.0	42.5
19.5	12.5	17.1	8.5	18.2	7.2	16.4	5.8	6.3	2.5	4.3	1.6	6.2	2.3
45.3	29.0	57.1	28.6	76.9	30.6	89.6	31.8	98.1	39.3	107.0	40.7	109.8	40.2
54.5	100.0	82.4	100.0	111.2	100.0	129.1	100.0	90.3	100.0	83.6	100.0	95.5	100.0
12.6	23.1	15.6	18.9	18.9	17.0	21.3	16.5	13.8	15.3	12.1	14.5	15.3	16.0
41.9	76.9	66.8	81.1	92.3	83.0	107.8	83.5	76.5	84.7	71.5	85.5	80.2	84.0
24.4	44.8	27.3	33.1	29.4	26.4	30.5	23.6	27.6	30.5	27.6	33.0	31.3	32.8
8.9	16.3	10.5	12.7	11.5	10.3	11.7	9.1	8.8	9.7	7.8	9.3	9.2	9.6
15.5	28.5	16.8	20.4	17.9	16.1	18.8	14.5	18.8	20.8	19.8	23.7	22.1	23.2
21.8	40.0	45.8	55.6	66.3	59.6	77.6	60.1	52.9	58.6	44.5	53.2	49.1	51.4
1.9	3.5	3.6	4.4	5.1	4.6	6.5	5.0	3.2	3.6	2.9	3.5	3.3	3.5
19.9	36.5	42.2	51.2	61.2	55.0	71.1	55.1	49.7	55.0	41.6	49.7	45.8	47.9
8.3	15.2	9.3	11.3	15.5	14.0	21.0	16.3	9.8	10.9	11.5	13.8	15.1	15.8
1.8	3.3	1.5	1.8	2.3	2.1	3.1	2.4	1.8	2.0	1.4	1.7	2.8	2.9
6.5	11.9	7.8	9.5	13.2	11.9	17.9	13.9	8.0	8.9	10.1	12.1	12.3	12.9
101.5	100.0	117.5	100.0	140.5	100.0	152.4	100.0	159.7	100.0	179.4	100.0	177.3	100.0
30.9	30.4	31.4	26.7	32.6	23.2	28.9	19.0	15.4	9.6	13.5	7.5	13.3	7.5
70.6	69.6	86.1	73.3	107.9	16.8	123.5	81.0	144.3	90.4	165.9	92.5	164.0	92.5
14.6	14.4	16.6	14.1	17.6	12.5	16.2	10.6	15.9	10.0	18.6	10.4	17.0	9.6
5.8	5.7	6.7	5.7	7.1	5.0	6.7	4.4	5.6	3.5	6.0	3.4	5.4	3.1
8.8	8.7	9.9	8.4	10.5	7.5	9.5	6.2	10.3	6.5	12.6	7.0	11.6	6.5
30.4	29.9	36.0	30.6	43.3	30.8	51.2	33.6	49.2	30.8	61.0	34.0	59.4	33.5
7.4	7.2	9.1	7.7	9.6	6.8	8.9	5.8	5.3	3.3	4.6	2.5	4.5	2.5
23.0	22.7	26.9	22.9	33.7	24.0	42.3	27.8	43.9	27.5	56.4	31.5	54.9	31.0
56.5	55.7	64.9	55.3	79.6	56.7	85.0	55.8	94.6	59.2	99.8	55.6	100.9	56.9
17.7	17.5	15.6	13.3	15.9	11.2	13.3	8.8	4.5	2.8	2.9	1.6	3.4	1.9
38.8	38.2	49.3	42.0	63.7	45.3	71.7	47.0	90.1	56.4	96.9	54.0	97.5	55.0

Table 2.—Participation of Merchant Ships,\* by Flag of Registry,  
by Type of Service, During

(In thousands)

Flag	All Services						Dry Cargo, Liner					
	Total		Imports		Exports		Total		Imports		Exports	
	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent
Total.....	272,854	100.0	177,391	100.0	95,463	100.0	48,255	100.0	16,991	100.0	31,264	100.0
Liberia.....	80,010	29.3	66,772	37.6	13,238	13.9	755	1.6	211	1.2	544	1.7
Norway.....	40,968	15.0	27,573	15.5	13,395	14.0	5,872	12.2	2,149	12.6	3,723	11.9
United States.....	28,612	10.5	13,375	7.5	15,237	16.0	14,571	30.2	5,411	31.8	9,160	29.3
Panama.....	24,866	9.1	21,902	12.3	2,964	3.1	193	.4	63	.4	130	.4
United Kingdom.....	16,827	6.2	9,715	5.5	7,112	7.5	3,077	6.4	959	5.6	2,118	6.8
Greece.....	13,393	4.9	6,175	3.5	7,218	7.6	825	1.7	211	1.3	614	2.0
Italy.....	10,120	3.7	3,424	1.9	6,696	7.0	1,272	2.6	251	1.5	1,021	3.3
West Germany.....	9,157	3.4	4,233	2.4	4,924	5.1	3,052	6.3	979	5.7	2,073	6.6
Japan.....	8,478	3.1	2,124	1.2	6,354	6.7	5,872	12.2	1,740	10.2	4,132	13.2
Netherlands.....	7,895	2.9	4,459	2.5	3,436	3.6	2,687	5.6	1,005	5.9	1,682	5.4
Sweden.....	7,598	2.8	3,975	2.2	3,623	3.8	2,014	4.2	824	4.8	1,190	3.8
Canada.....	5,131	1.9	4,435	2.5	696	.7	121	.3	43	.3	78	.3
Denmark.....	4,459	1.6	3,040	1.7	1,419	1.5	1,622	3.4	752	4.4	870	2.8
France.....	2,520	.9	905	.5	1,615	1.7	464	1.6	139	.8	325	1.0
Belgium.....	1,532	.6	574	.3	958	1.0	909	1.9	511	3.0	398	1.3
Spain.....	1,222	.4	334	.2	888	.9	342	.7	51	.3	291	.9
Yugoslavia.....	963	.4	219	.1	744	.8	504	1.0	169	1.0	335	1.1
Honduras.....	735	.3	608	.3	127	.1	73	.1	21	.1	52	.2
China (Formosa).....	708	.3	362	.2	346	.4	251	.5	109	.6	142	.5
Israel.....	45	.2	57	*	588	.6	148	.3	18	.1	130	.4
Finland.....	636	.2	285	.2	351	.4	501	1.0	218	1.3	283	.9
Chile.....	586	.2	371	.2	215	.2	319	.7	225	1.3	94	.3
Cuba.....	586	.2	442	.2	144	.2	45	.1	0	.0	45	.1
Colombia.....	515	.2	235	.1	280	.3	512	1.1	234	1.4	278	.9
Brazil.....	509	.2	174	.1	335	.4	368	.8	124	.7	244	.8
All Other.....	4,183	1.5	1,623	.9	2,560	2.5	1,886	3.7	574	3.4	1,312	4.2

\*1,000 gross tons and over.

\*\*Less than .05.

Table 3.—Participation of U.S., National, and Other Flag Ships, \* in Oceanborne

(In thousands)

Country	INBOUND AND OUTBOUND							
	Total, All Flags		Total, U.S. Flag		Total, National Flag		Total, Other Flags	
	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent
All countries.....	48,255	100	14,571	30	13,891	29	19,793	41
18 maritime countries.....	28,629	100	6,726	23	12,209	43	9,694	34
Argentina.....	729	100	280	38	188	26	260	36
Belgium.....	2,304	100	303	13	429	19	1,572	68
Brazil.....	1,442	100	542	38	365	25	535	37
Denmark.....	379	100	14	4	168	44	196	52
Finland.....	394	100	48	12	167	42	179	46
France.....	997	100	265	27	175	17	557	56
Germany (West).....	2,581	100	566	22	896	35	1,118	43
Greece.....	254	100	121	47	38	15	96	38
India.....	1,961	100	712	36	143	7	1,106	57
Italy.....	2,293	100	457	20	1,049	46	788	34
Japan.....	6,905	100	1,297	19	4,771	69	838	12
Netherlands.....	2,603	100	437	17	767	29	1,399	54
Norway.....	431	100	27	6	339	79	65	15
Spain.....	553	100	201	36	227	41	125	23
Sweden.....	947	100	30	3	741	78	175	19
Turkey.....	261	100	155	59	49	19	57	22
United Kingdom.....	3,229	100	1,180	36	1,442	45	607	19
Yugoslavia.....	366	100	90	24	255	70	21	6
All other.....	19,626	100	7,845	40	1,682	9	10,099	51

\*1,000 gross tons and over.

NOTE: Figures may not be additive across because of rounding.



*in the Oceanborne Foreign Trade of the U. S.,  
Calendar Year 1960*

of long tons)

Dry Cargo, Other Than Liner						Tanker					
Total		Imports		Exports		Total		Imports		Exports	
Tons	Per- cent	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent
108,555	100.0	59,438	100.0	49,117	100.0	116,044	100.0	100,963	100.0	15,081	100.0
29,789	27.4	21,166	35.6	8,623	17.6	49,466	42.6	45,395	45.0	4,071	27.0
14,843	13.7	8,748	14.7	6,095	12.4	20,253	17.5	16,675	16.5	3,578	23.7
7,807	7.2	4,538	7.6	3,269	6.7	6,235	5.4	3,427	3.4	2,808	18.6
7,208	6.6	5,624	9.5	1,584	3.2	17,464	15.0	16,214	16.1	1,250	8.3
7,429	6.8	3,430	5.8	3,999	8.1	6,321	5.4	5,325	5.3	996	6.6
8,749	8.1	2,722	4.6	6,027	12.3	3,819	3.3	3,242	3.2	577	3.8
6,568	6.1	1,385	2.3	5,183	10.6	2,280	2.0	1,788	1.8	492	3.3
5,183	4.8	2,427	4.1	2,756	5.6	921	.8	826	.8	95	.6
2,090	1.9	151	.2	1,939	3.9	515	.4	233	.2	282	1.9
2,605	2.4	1,025	1.7	1,580	3.2	2,603	2.2	2,429	2.4	174	1.2
4,344	4.0	2,103	3.5	2,241	4.6	1,240	1.1	1,048	1.0	192	1.3
3,584	3.3	3,012	5.1	572	1.2	1,427	1.2	1,381	1.4	46	.3
636	.6	232	.4	404	.8	2,201	1.9	2,056	2.0	145	1.0
1,624	1.5	403	.7	1,221	2.5	432	.4	362	.4	70	.5
539	.5	33	.1	506	1.0	84	.1	29	.1	55	.3
689	.6	154	.3	535	1.1	191	.2	129	.2	62	.4
449	.4	51	.1	398	.8	11	**	0	**	11	.1
662	.6	586	1.0	76	.2	0	.0	0	.0	0	.0
458	.4	253	.4	205	.4	0	.0	0	.0	0	.0
497	.5	39	.1	458	.9	0	.0	0	.0	0	.0
135	.1	67	.1	68	.1	0	.0	0	.0	0	.0
267	.2	145	.2	122	.3	0	.0	0	.0	0	.0
489	.5	392	.6	97	.2	52	**	50	**	2	**
3	**	1	**	2	**	0	.0	0	.0	0	.0
112	.1	51	.1	61	.1	29	**	0	.0	29	.2
1,796	1.6	700	1.2	1,096	2.2	500	.4	354	.4	146	.9

Note: Figures may not be additive because of rounding.

*Liner Trades Between the United States and Principal Maritime Countries During 1960*

of long tons)

OUTBOUND								INBOUND							
Total, All Flags		Total, U.S. Flag		Total, National Flag		Total, Other Flags		Total, All Flags		Total, U.S. Flag		Total, National Flag		Total, Other Flags	
Tons	Per- cent	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent
31,264	100	9,160	29	10,070	32	12,034	39	16,991	100	5,411	32	3,821	22	7,759	46
19,667	100	4,469	23	9,033	46	6,165	31	8,962	100	2,258	25	3,175	35	3,529	40
493	100	187	38	155	31	150	31	235	100	92	39	33	14	110	47
913	100	132	14	161	18	620	68	1,391	100	171	12	268	19	952	69
693	100	220	32	245	35	228	33	750	100	322	43	121	16	307	41
293	100	14	5	125	43	154	52	86	100	1	1	43	50	43	49
56	100	5	8	25	45	26	47	338	100	44	13	141	42	152	45
755	100	198	26	147	20	409	54	243	100	67	28	27	11	148	61
1,944	100	434	22	692	36	819	42	636	100	132	21	205	32	299	47
180	100	72	40	36	20	72	40	74	100	49	65	2	2	24	33
1,223	100	534	43	82	7	607	50	737	100	178	24	61	8	498	68
1,749	100	274	16	878	50	596	34	544	100	183	34	170	31	191	35
5,237	100	811	15	3,799	73	627	12	1,668	100	486	29	971	58	211	13
2,089	100	378	18	542	26	1,170	56	514	100	59	11	226	44	229	45
278	100	16	6	204	73	59	21	152	100	11	7	135	89	6	4
396	100	136	34	211	54	48	12	158	100	65	41	16	10	77	49
573	100	25	4	452	79	96	17	374	100	5	2	289	77	80	21
183	100	102	56	49	27	32	17	78	100	53	68	0	0	25	32
2,386	100	854	36	1,096	46	437	18	844	100	327	39	346	41	171	20
226	100	77	34	134	59	15	7	140	100	13	9	121	87	6	4
11,597	100	4,691	40	1,037	9	5,869	51	8,029	100	3,153	39	646	8	4,230	53

Table 4 —Participation of U.S., National, Pan.-Hon.-Lib., and Other Flag Ships,\* in Oceanborne Dry Cargo

(In thousands)

Country	INBOUND AND OUTBOUND										OUTBOUND			
	Total, All Flags		Total, U.S. Flag		Total, National Flag		Total, Pan.- Hon.-Lib. Flags		Total, Other Flags		Total, All Flags		Total, U.S. Flag	
	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent
All countries..	108,554	100	7,807	7	15,920	15	37,650	35	47,177	43	49,117	100	3,269	7
18 maritime countries	45,928	100	2,258	5	10,660	23	10,058	22	22,952	50	40,287	100	1,795	4
Argentina.....	562	100	0	0	21	4	144	25	397	71	562	100	0	0
Belgium.....	2,181	100	5	**	123	6	372	17	1,681	77	1,281	100	5	**
Brazil.....	3,551	100	291	8	102	3	1,493	42	1,665	47	1,303	100	30	2
Denmark.....	402	100	0	0	3	1	74	18	325	81	386	100	0	0
Finland.....	49	100	0	0	0	0	0	0	49	100	32	100	0	0
France.....	736	100	0	0	531	72	21	3	184	25	600	100	0	0
Germany (West)...	5,433	100	69	1	1,007	19	535	10	3,822	70	4,958	100	69	2
Greece.....	187	100	1	**	128	69	29	16	29	15	30	100	1	2
India.....	2,929	100	1,517	52	19	1	377	13	1,016	34	2,621	100	1,335	51
Italy.....	5,773	100	9	**	3,453	60	1,564	27	747	13	5,663	100	0	0
Japan.....	11,387	100	11	**	1,946	17	3,476	31	5,954	52	11,167	100	1	**
Netherlands.....	5,970	100	14	**	828	14	850	14	4,278	72	5,762	100	14	**
Norway.....	377	100	0	0	242	64	17	4	118	32	283	100	0	0
Spain.....	1,077	100	196	18	497	46	142	13	242	23	848	100	196	23
Sweden.....	762	100	0	0	507	67	16	2	239	31	641	100	0	0
Turkey.....	282	100	71	25	112	40	20	7	79	28	158	100	70	44
United Kingdom....	3,770	100	0	0	1,042	28	777	20	1,951	52	3,538	100	0	0
Yugoslavia.....	500	100	74	15	99	20	151	30	176	35	454	100	74	16
All other.....	62,626	100	5,549	9	5,260	8	27,592	44	24,225	39	8,830	100	1,474	17

\*1,000 gross tons and over.

\*\*Less than 0.5 percent.

NOTE: Figures may not be additive across because of rounding.

Table 5.—Participation of U. S., National, Pan.-Lib., and Other Flag Ships,\* in Oceanborne

(In thousands)

Country	INBOUND AND OUTBOUND										OUTBOUND			
	Total, All Flags		Total, U. S. Flag		Total, National Flag		Total, Pan.-Lib. Flags		Total, Other Flags		Total, All Flags		Total, U. S. Flag	
	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent
All countries..	116,044	100	6,258	5	1,454	1	66,864	58	41,468	36	15,081	100	2,808	19
18 maritime countries	12,521	100	1,409	11	1,115	9	4,901	39	5,096	41	11,895	100	1,409	12
Argentina.....	28	100	0	0	16	58	0	0	12	42	28	100	0	0
Belgium.....	880	100	0	0	19	2	273	31	588	67	848	100	0	0
Brazil.....	680	100	180	27	29	4	232	34	239	35	583	100	180	31
Denmark.....	34	100	0	0	0	0	0	0	34	100	34	100	0	0
Finland.....	16	100	0	0	0	0	0	0	16	100	10	100	0	0
France.....	223	100	0	0	39	18	17	7	167	75	170	100	0	0
Germany (West)...	704	100	0	0	0	0	217	31	487	69	704	100	0	0
Greece.....	153	100	76	50	0	0	50	33	27	17	121	100	76	63
India.....	1,793	100	905	50	0	0	535	30	353	20	1,794	100	905	50
Italy.....	372	100	0	0	91	24	18	5	263	71	326	100	0	0
Japan.....	3,176	100	22	1	379	12	2,476	78	299	9	2,985	100	22	1
Netherlands.....	2,828	100	9	**	35	1	986	35	1,798	64	2,747	100	9	**
Norway.....	62	100	0	0	60	96	0	0	2	4	62	100	0	0
Spain.....	229	100	103	45	62	27	11	5	53	23	229	100	103	45
Sweden.....	100	100	0	0	38	38	18	18	44	44	100	100	0	0
Turkey.....	305	100	104	34	18	6	10	3	173	57	275	100	104	38
United Kingdom....	917	100	0	0	318	35	58	6	541	59	858	100	0	0
Yugoslavia.....	21	100	10	48	11	52	0	0	0	0	21	100	10	48
All other.....	103,523	100	4,849	5	339	**	61,963	60	36,372	35	3,186	100	1,399	44

\*1,000 gross tons and over.

\*\*Less than 0.5 percent.

NOTE: Figures may not be additive across because of rounding.

*Trades, Other Than Liner, Between the United States and Principal Maritime Countries During 1960*

of long tons)

OUTBOUND--Con.						INBOUND									
Total, National Flag		Total, Pan.- Hon.-Lib. Flags		Total, Other Flags		Total, All Flags		Total, U.S. Flag		Total, National Flag		Total, Pan.- Hon.-Lib. Flags		Total, Other Flags	
Tons	Per- cent	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent
11,502	23	10,283	21	24,063	49	59,437	100	4,537	7	4,557	8	27,367	46	22,976	39
9,971	25	8,484	21	20,037	50	5,641	100	462	8	689	12	1,574	28	2,916	52
21	4	144	25	397	71	0	0	0	0	0	0	0	0	0	0
123	10	195	15	958	75	900	100	0	0	0	0	178	20	722	80
51	4	487	37	735	57	2,248	100	260	12	51	2	1,006	45	931	41
2	1	74	19	310	80	16	100	0	0	0	0	0	0	16	100
0	0	0	0	32	100	17	100	0	0	0	0	0	0	17	100
498	83	13	2	89	15	136	100	0	0	33	24	8	6	95	70
905	18	461	9	3,523	71	475	100	0	0	102	21	74	16	299	63
29	98	0	0	0	0	157	100	0	0	99	63	29	19	29	18
19	1	337	13	930	35	308	100	181	59	0	0	40	13	87	28
3,388	60	1,542	27	733	13	110	100	10	9	65	59	22	20	13	12
1,880	17	3,434	31	5,852	52	220	100	10	5	66	30	42	19	102	46
825	15	822	14	4,101	71	208	100	0	0	3	1	28	14	177	85
207	73	0	0	76	27	94	100	0	0	35	37	17	18	42	45
425	50	97	12	130	15	229	100	0	0	73	32	45	19	111	49
456	71	16	3	169	26	121	100	0	0	50	42	0	0	71	58
56	36	0	0	32	20	124	100	1	1	56	46	20	16	47	37
987	28	740	21	1,811	51	232	100	0	0	56	24	36	15	140	61
99	22	122	27	159	35	46	100	0	0	0	0	29	63	17	37
1,531	17	1,799	20	4,026	46	53,796	100	4,075	8	3,868	7	25,793	48	20,060	37

*Tanker Trades Between the United States and Principal Maritime Countries During 1960*

of long tons)

OUTBOUND--Con.						INBOUND									
Total, National Flag		Total, Pan.-Lib. Flags		Total, Other Flags		Total, All Flags		Total, U. S. Flag		Total, National Flag		Total, Pan.-Lib. Flags		Total, Other Flags	
Tons	Per- cent	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent	Tons	Per- cent
1,064	7	5,321	35	5,888	39	100,963	100	3,450	3	390	1	61,543	61	35,580	35
995	8	4,677	39	4,814	41	626	100	0	0	120	19	224	36	282	45
16	58	0	0	12	42	0	0	0	0	0	0	0	0	0	0
19	2	267	32	562	66	32	100	0	0	0	0	6	20	26	80
29	5	200	34	174	30	96	100	0	0	0	0	32	33	64	67
0	0	0	0	34	100	0	0	0	0	0	0	0	0	0	0
0	0	0	0	10	100	6	100	0	0	0	0	0	0	6	100
40	23	17	10	113	67	53	100	0	0	0	0	0	0	53	100
0	0	217	31	487	69	0	0	0	0	0	0	0	0	0	0
0	0	18	15	27	22	32	100	0	0	0	0	32	100	0	0
0	0	535	30	354	20	0	0	0	0	0	0	0	0	0	0
89	27	18	6	219	67	46	100	0	0	1	3	0	0	45	97
282	9	2,382	80	299	10	190	100	0	0	96	51	94	49	0	0
36	1	954	35	1,748	64	81	100	0	0	0	0	31	39	50	61
59	96	0	0	3	4	1	100	0	0	1	100	0	0	0	0
62	27	12	5	52	23	0	0	0	0	0	0	0	0	0	0
38	38	18	18	44	44	0	0	0	0	0	0	0	0	0	0
18	6	0	0	153	56	30	100	0	0	0	0	10	33	20	67
296	34	39	5	523	61	59	100	0	0	22	37	19	32	18	31
11	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0
69	2	644	20	1,074	34	100,337	100	3,450	4	270	**	61,319	61	35,298	35

Table 6.--Participation of U.S., National, and Other Flag Ships, \* in Total Oceanborne Trades Between The United States and Principal Maritime Countries During 1959 and 1960

(In millions of long tons)

Country	Total, All Flags				Total, U.S. Flag				Total, National Flag,				Total, Other Flags			
	1960		1959		1960		1959		1960		1959		1960		1959	
	Tons	Per-cent	Tons	Per-cent	Tons	Per-cent	Tons	Per-cent	Tons	Per-cent	Tons	Per-cent	Tons	Per-cent	Tons	Per-cent
All countries..	272.8	100	263.0	100	28.6	10.5	25.6	9.7	31.3	11.5	35.1	13.4	212.9	78.0	202.3	76.9
18 maritime countries	87.1	100	81.5	100	10.4	11.9	9.5	11.7	24.0	27.6	24.8	30.4	52.7	60.5	47.2	57.9
Argentina.....	1.3	100	1.1	100	.3	23.1	.2	18.2	.2	15.4	.2	18.2	.8	61.5	.7	63.6
Belgium.....	5.4	100	6.3	100	.3	5.6	.4	6.4	.6	11.1	.6	9.5	4.5	83.3	5.3	84.1
Brazil.....	5.7	100	5.6	100	1.0	17.5	1.2	21.4	.5	8.8	.4	7.2	4.2	73.7	4.0	71.4
Denmark.....	.8	100	1.1	100	**	***	**	***	.2	25.0	.2	18.2	.6	75.0	.9	81.8
Finland.....	.5	100	.5	100	**	***	**	***	.2	40.0	.2	40.0	.3	60.0	.3	60.0
France.....	1.9	100	2.0	100	.3	15.8	.2	10.0	.7	36.8	.7	35.0	.9	47.4	1.0	55.0
Germany (West)....	8.7	100	8.5	100	.6	6.9	.6	7.1	1.9	21.8	2.1	24.7	6.2	71.3	5.8	68.2
Greece.....	.6	100	.5	100	.2	33.3	.2	40.0	.2	33.3	.1	20.0	.2	33.4	.2	40.0
India.....	6.7	100	4.4	100	3.2	47.8	1.9	43.2	.1	1.5	.1	2.3	3.4	50.7	2.4	54.5
Italy.....	8.5	100	7.6	100	.5	5.9	.6	7.9	4.6	54.1	4.3	56.6	3.4	40.0	2.7	35.5
Japan.....	21.4	100	17.3	100	1.3	6.1	1.2	6.9	7.1	33.2	6.7	38.7	13.0	60.7	9.3	54.4
Netherlands.....	11.4	100	11.9	100	.5	4.4	.5	4.2	1.6	14.0	1.8	15.1	9.3	81.6	9.6	80.7
Norway.....	.9	100	1.1	100	**	***	**	***	.6	66.7	.6	54.6	.3	33.3	.4	45.4
Spain.....	1.9	100	2.1	100	.5	26.3	.7	33.3	.8	42.1	1.1	52.4	.6	31.6	.3	14.3
Sweden.....	1.8	100	1.9	100	**	***	**	***	1.3	72.2	1.4	73.7	.5	27.8	.4	26.3
Turkey.....	.8	100	.5	100	.3	37.5	.2	40.0	.2	25.0	.1	20.0	.3	37.5	.2	40.0
United Kingdom....	7.9	100	7.5	100	1.2	15.2	1.1	14.7	2.8	35.4	3.1	41.3	3.9	49.4	3.3	44.0
Yugoslavia.....	.9	100	1.6	100	.2	22.2	.5	31.2	.4	44.4	.7	43.8	.3	33.4	.4	25.0
All other.....	185.7	100	181.5	100	18.2	9.8	16.1	8.9	7.3	3.9	10.3	5.7	160.2	86.3	155.1	85.4

\*1,000 gross tons and over.

\*\*Less than .1.

\*\*\*Less than 0.1.

NOTE: Figures may not be additive across because of rounding (extra percentages have been added in "other flags" column to make 100 percent total, in some cases).

Table 7.--Inbound Commercial Sailings with Cargo to Continental U. S., Alaska, Hawaii and Puerto Rico Ports, by Type of Service and Flag of Ship\* During Calendar Year 1960

Flag of registry	Total sailings, all services	Number of sailings		
		Liner**	Irregular***	Tanker
All countries.....	19,889	8,558	6,839	4,492
United States.....	2,987	2,251	580	156
Total 20 countries.....	15,091	5,618	5,252	4,221
Argentina.....	62	61	1	0
Belgium.....	105	100	3	2
Brazil.....	57	52	5	0
Denmark.....	527	311	90	126
Finland.....	93	82	11	0
France.....	265	140	104	21
Germany (West).....	1,556	719	788	49
Greece.....	455	79	260	116
India.....	16	16	0	0
Italy.....	476	235	147	94
Japan.....	734	663	52	19
Liberia.....	3,295	335	1,206	1,754
Netherlands.....	841	532	176	133
Norway.....	2,924	1,002	1,001	921
Panama.....	1,217	118	506	593
Spain.....	106	59	41	6
Sweden.....	754	403	290	61
Turkey.....	17	1	16	0
United Kingdom.....	1,519	654	539	326
Yugoslavia.....	72	56	16	0
All other.....	1,811	689	1,007	115

\*Ships of 1,000 gross tons and over.

\*\*Includes cruise.

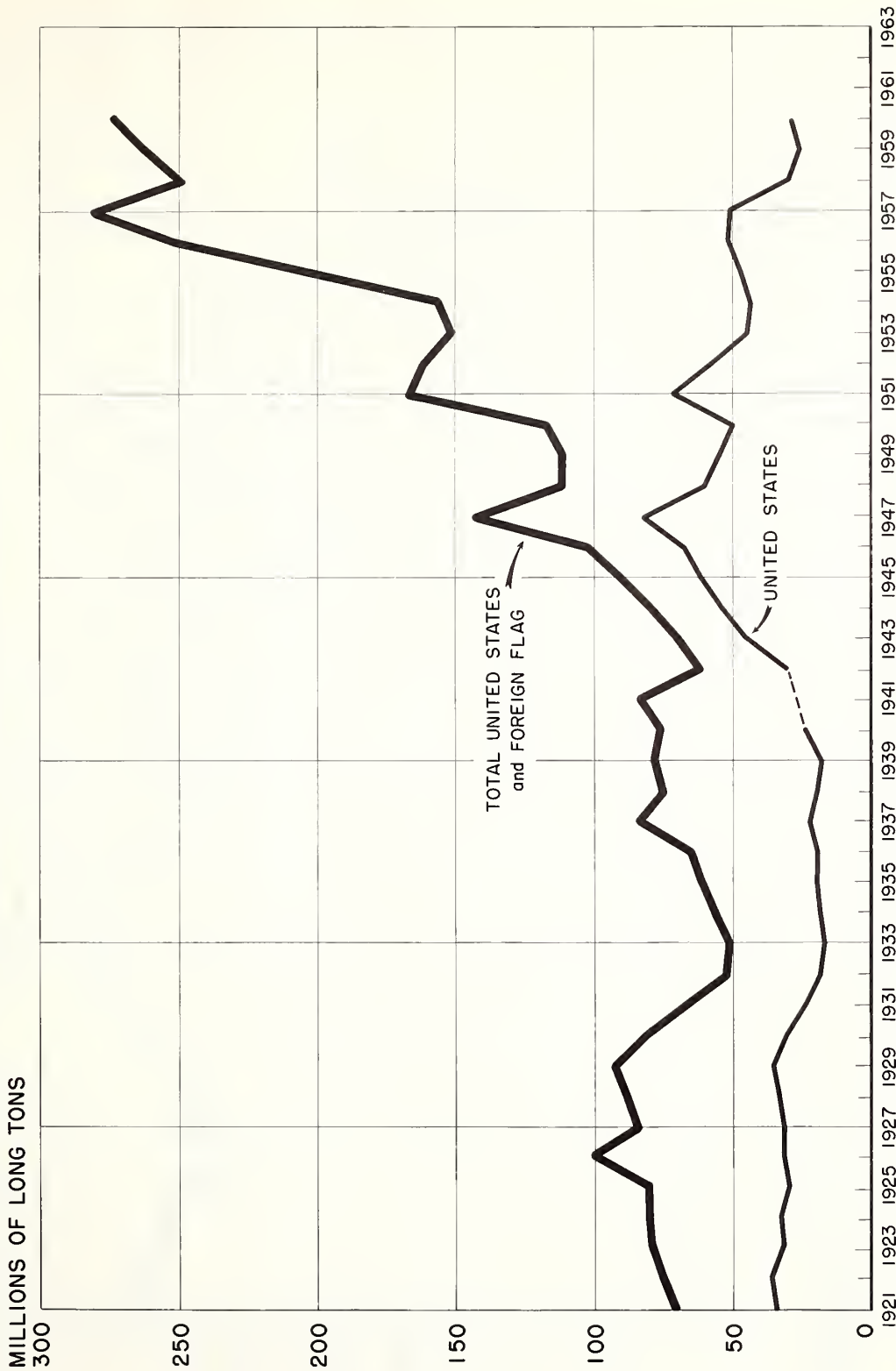
\*\*\*Includes industrial.

Source: Office of Ship Statistics.



# TOTAL CARGO CARRIED BY DRY CARGO SHIPS AND TANKERS IN U. S. FOREIGN TRADE, 1921-1960

(Excludes Great Lakes, Cross Trades and Military Cargo)



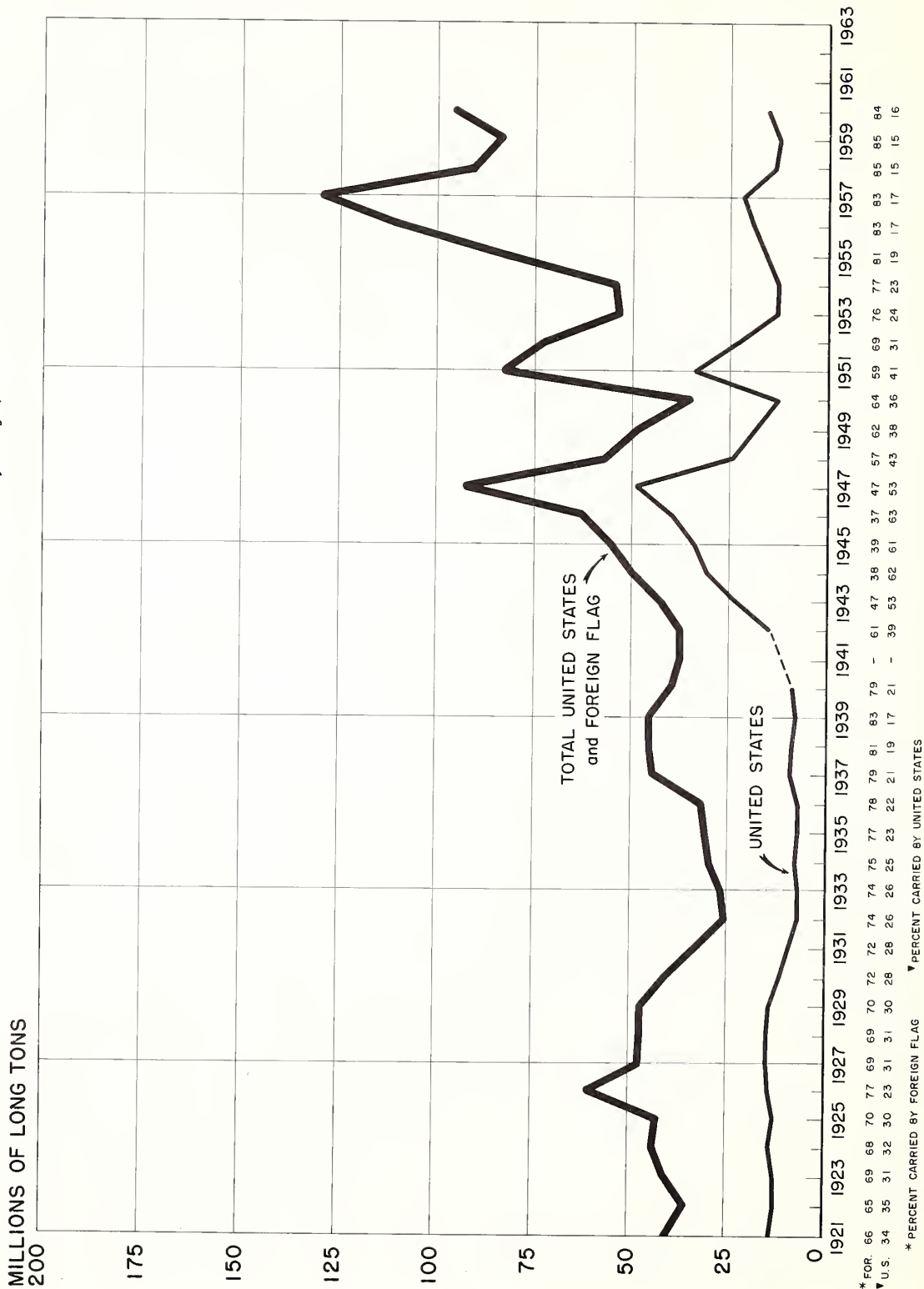
\* FOR 51 52 60 59 63 68 62 62 62 62 64 65 67 67 68 70 73 74 78 70 - 51 36 32 32 35 42 47 52 57 57 64 70 72 76 79 82 88 90 89

▼ U.S. 49 48 40 41 37 32 38 38 38 36 35 33 33 32 30 27 26 22 30 - 49 64 68 65 58 53 48 43 43 36 30 28 24 21 18 12 10 11

\* PERCENT CARRIED BY FOREIGN FLAG ▼ PERCENT CARRIED BY UNITED STATES

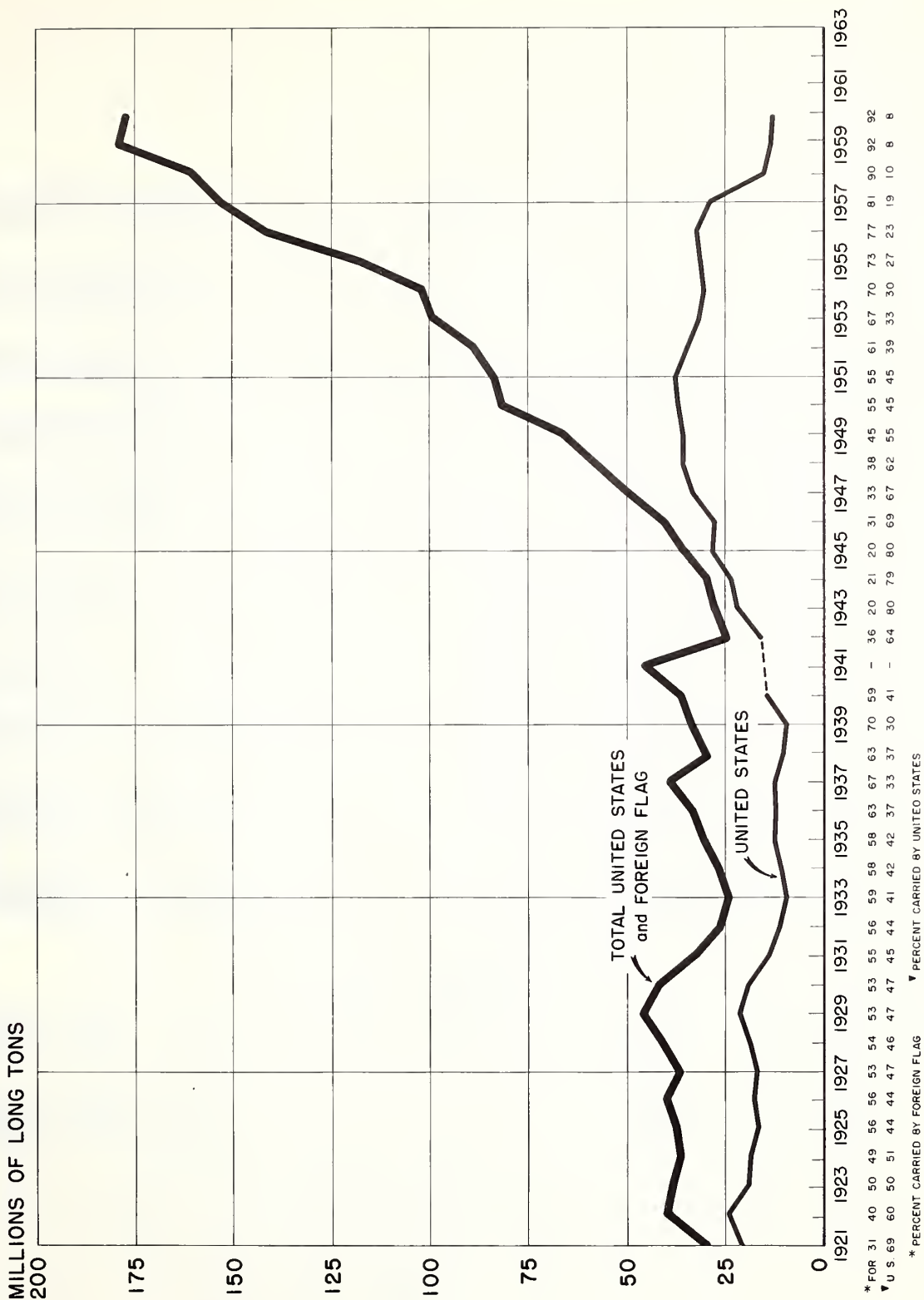
# EXPORTS OF CARGO CARRIED BY DRY CARGO SHIPS AND TANKERS IN U. S. FOREIGN TRADE, 1921 - 1960

(Excludes Great Lakes, Coast Trades and Military Cargo)



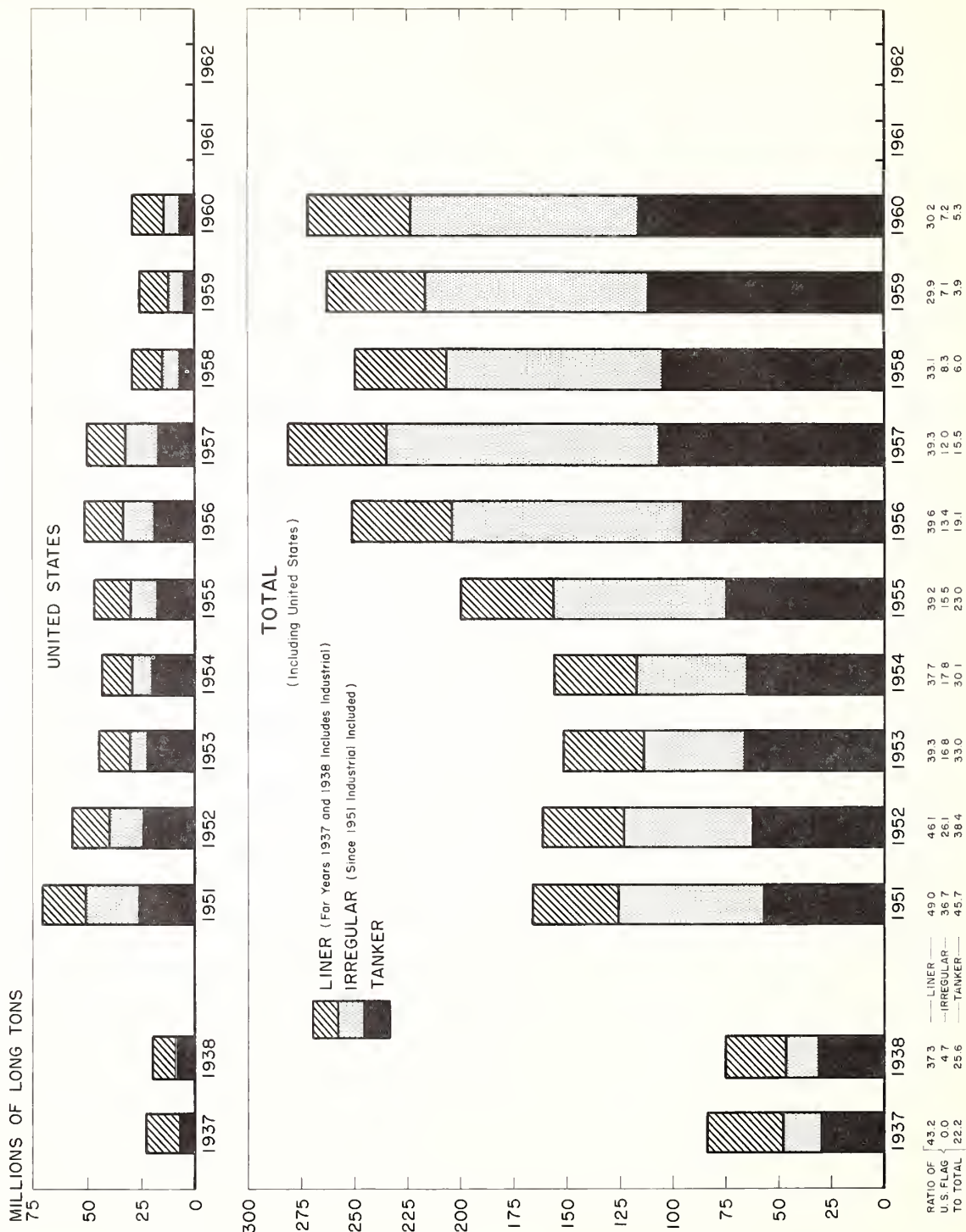
# IMPORTS OF CARGO CARRIED BY DRY CARGO SHIPS AND TANKERS IN U. S. FOREIGN TRADE, 1921-1960

(Excludes Great Lakes, Cross Trades and Military Cargo)



# U. S. OCEANBORNE FOREIGN TRADE - EXPORTS & IMPORTS BY TYPE OF SERVICE, BY FLAG 1937 & 1938, 1951-1960

(Excludes Great Lakes, Cross Trades and Military Cargo)

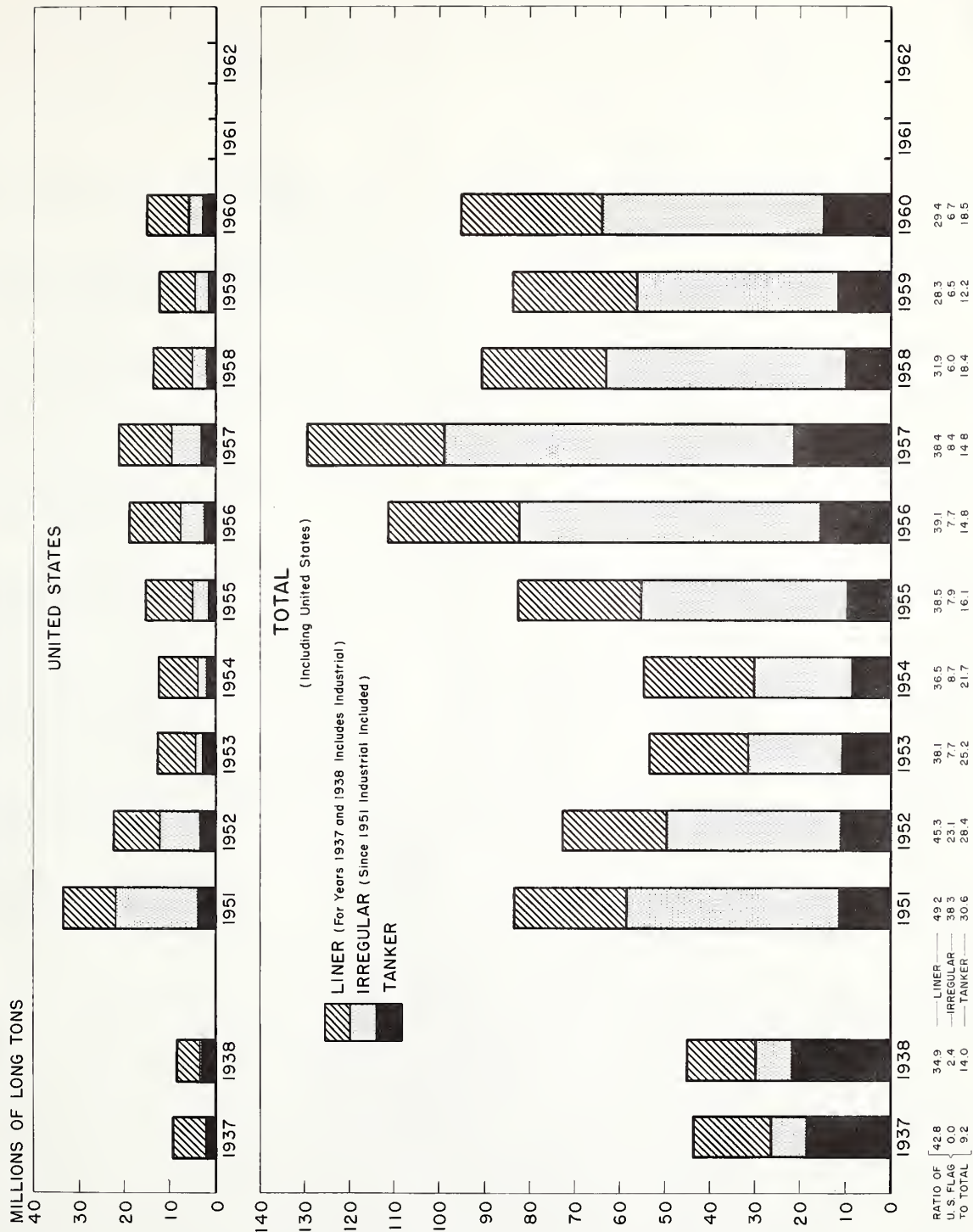




# U. S. OCEANBORNE FOREIGN TRADE - EXPORTS

## BY TYPE OF SERVICE, BY FLAG 1937 & 1938, 1951-1960

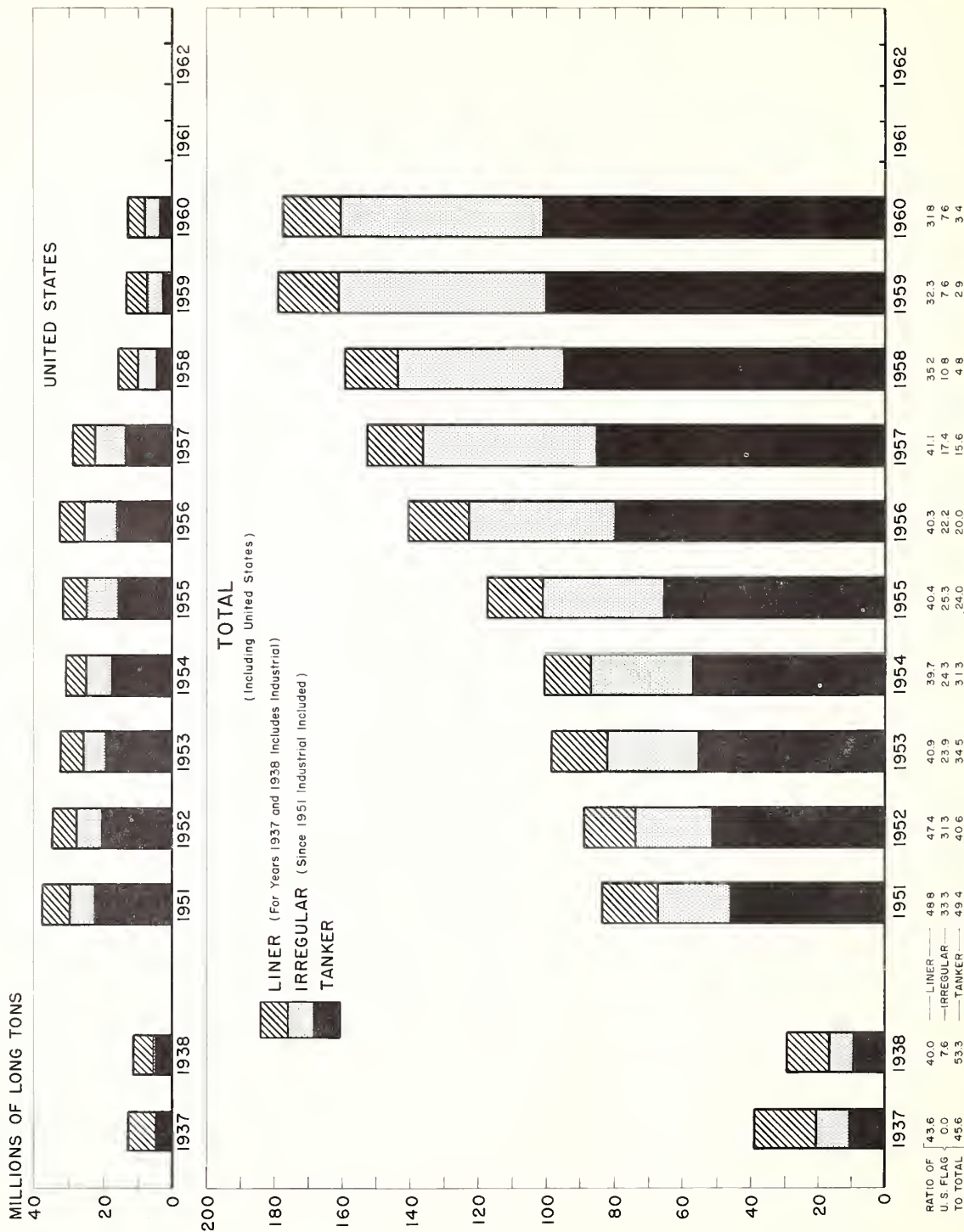
(Excludes Great Lakes, Gross Trades and Military Cargo)



# U. S. OCEANBORNE FOREIGN TRADE - IMPORTS

## BY TYPE OF SERVICE, BY FLAG 1937 & 1938, 1951-1960

(Excludes Great Lakes, Cross Trades and Military Cargo)





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